

THE CARLSEN SAGA

Hundreds of freighters, those prosaic workhorses of the shipping lanes, ply the North Atlantic run every month. The non-seagoing public gives scant attention to them, except when they are used as background in a Hollywood thriller, or they become involved in some ramming or fire, or disabled at sea during a storm.

When the newspapers of the nation first made mention of an exceptionally severe North Atlantic gale which was sweeping the coast of Northern Europe Christmas Week 1951, it is doubtful if more than a handful of persons gave more than a cursory glance. A few days later, every literate person from Shanghai to Berlin was following the valiant struggle of a lone sea captain to stay on his vessel until it was brought to port safely. For the gale that was given such routine news treatment in the papers the first day or so, developed into a terrific cyclonic storm, the worst off North Europe since 1926, which in its progress had sunk or crippled 17 vessels, many of them cargo-passenger types.

The FLYING ENTERPRISE, 7600-ton cargo-passenger freighter of the Isbrandtsen Line of New York, Captain Henrik Kurt Carlsen, had left Hamburg several days before Christmas. Her skipper had already sent word on ahead via radio wishing his family in Woodbridge, N.J., the greetings of the holiday, and noting he would soon join them. Ominously, heavy fog settled in, and at least two days were lost between the Elbe and Lands End. After passing Bishop's Light, Skipper Carlsen turned north of the usual shipping lane, hoping to pick up speed, the fog having lifted.

The seas became extremely heavy, heavier than he had ever known them, and they seemed to become heavier by the hour. The ship was entering an area of cyclonic storm. Winds of hurricane force buffeted the FLYING ENTERPRISE from ahead and from starboard. One particularly heavy sea smacked his ship hard, and there was a report like a cannon. This was the danger signal. Skipper Carlsen turned in a more southerly direction and prepared for emergency conditions. There were to be more buffetings and more side-slams.

Twenty-four hours went by, and the situation was brought home to every soul on the

vessel; she had been cruelly hurt, was making water, and developing a list. Plates were cracked in three places. The seas were angry, still running very high with the winds at hurricane force. Skipper Kurt made a series of rapid-fire decisions. The crew and passengers were ordered to abandon ship, but only after the ship's radio officer has pounded out the SOS call.

Several vessels in the vicinity responded, among them the freighters SOUTHLAND and ARION and the transport GENERAL GREELEY.

Several junior officers of the FLYING ENTERPRISE pleaded with the skipper to remain with him, but he ordered them all off with the passengers. Everyone knows the heroic efforts made to rescue them. All were saved but one elderly passenger.

Skipper Carlsen had made an inspection of the damage and had decided that there was a 50-50 chance of salvage. He decided to remain on board, risk the increasing list as the crewless vessel wallowed in the rising and falling swell. He refused all aid from the vessels standing by.

It seems incredible now that one man alone against the sea on a crippled freighter had the courage and strength of purpose to remain on board knowing that he would be without the usual comforts; would have to fight biting cold with little or no food or drink; candles alone would furnish the little light during the hours of darkness. He told me he heated a cup of tea by holding a candle under it. He had less than a quart of water in a decanter in his cabin. He was able to crawl through a door and get a northpiece of cake from the wrecked galley.

Picture the skipper in a cabin of a ship with a 70° list, without heat or food for seven days, doggedly determined to await arrival of a tug from the nearest port; to plan on making fast a line, and actually hoping to see the ship towed to safety! All

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this was within an ace of coming true.

A little-known story of the saga is the fact that had not Skipper Kurt Carlsen been a radio amateur, it is extremely doubtful if he would have tried to brave it out. When the ship's regular radio corked out on account of seepage into the battery-room, he rigged up an emergency set from parts and gear he had in his own "shack." Fortunately, although at an awkward list, his cabin was dry, and in it were the necessary parts for emergency radio transmission. He rigged up the low-powered set and with it was able to maintain contact with the rescue vessels standing by, conduct two-way conversations, and plan the towing operations.

Everyone knows the sad end. After his heroic battle seemed almost crowned with success, another storm descended, and the tow-line, which he and tugboat mate Dancey secured, parted. Then seas began running high again, with list rapidly worsening.

Two humorous anecdotes are recalled by Skipper Carlsen. In the episode of tugboat mate Dancey clambering on board the listing ENTERPRISE, he is reported to have greeted Carlsen with "Captain Carlsen, I presume..." Later, in a hotel in Falmouth, a telegram was delivered to the skipper. It was one of hundreds that began pouring in on him. This particular wire was signed "Frederick." Carlsen thought "Frederick? Frederick? Frederick who?" Then it dawned on him: Frederick of Denmark.

The performance of the TURMOIL tug, her captain and mate Dancey are beyond praise.

Skipper Carlsen demonstrated once again that the true seaman always shows the stuff he is made of. With a background of training-in-sail (he was a Danish sea cadet) and many years' experience on the shipping lanes of the North and South Atlantic, he was well equipped to meet the test, and in the face of all not lose his modesty during the hurricane of adulation which swept in upon him when he touched land. He truly declined a fortune. He felt his life work was sailing, not to retire from the sea with money obtained by allowing others to ghostwrite what he went through, while he pocketed the proceeds.

He gave the nation an example of courageous living and adherence to principle sorely needed in these parlous days.

E. D. COLLINS

(Ed Collins sailed with Capt. Carlsen on two trips in the FLYING ENTERPRISE.)

H. M. BEAN

We mentioned last month that H.M.Bean had built some schooners at Tenants Harbor, below Thomaston. Now, thanks to an assist by Bob Applebee, we can give a virtually complete list of the Bean vessels.

Holly Marshall Bean, who was destined to become one of the leading builders of schooners in Maine, was born at Chatham, N.H., in 1835 or 1836. Where he learned the shipwright's trade has not yet been ascertained, but according to Reuel Robinson's "History of Camden and Rockport" (1907) he came to Camden first in 1869 to do the carpenter work on a brig building by John E. Dailey. Possibly this vessel was the C.S. PACKARD, 321 tons, the only brig listed by Colcord as built in Camden in 1869-70.

After building this vessel, Bean went with Dailey to Tenants Harbor and did the carpenter work on the three-masted schooner ANNIE JONES, 246 tons, completed in 1871. Bean then entered into a partnership with Whitney Long, who appears to have been his son-in-law (or his son-in-law's father), and they built the following vessels at Tenants Harbor:

| | tons |
|-------------------------------|------|
| 1872 3m. Sch EARL H. POTTER | 349 |
| 1873 Sch GEORGE W. ANDREWS | 254 |
| 1873 Sch HATTIE N. FULLER | 280 |
| 1873 3m. Sch EUPHEMIA A. HAYS | 199 |
| 1873 3m. Sch LEVI HART | 407 |
| 1874 3m. Sch SADIE WILCUTT | 365 |
| 1874 Sch DAISY E. PARKHURST | 359 |
| 1874 3m. Sch M. K. RAWLEY | 302 |

We believe all these were three-masters, even though DAISY PARKHURST is listed in "Merchant Vessels of the U.S." as a two-master.

In 1875, Bean returned to Camden, where he joined forces for a time with Captain Isaac Coombs, building two square-riggers: 1875 Bktn EDWARD CUSHING 497 1876 Bark JOHN M. CLERK 719

In 1877 the firm of Bean & Brown (presumably H.M.Bean and John Brown) built: 1877 Bark MIRIAM 598

About this time Bean bought the old yard at Camden which had been established about 1854 by Thomas Hodgman and Russell Glover and had been idle for several years.

One of the first vessels he built here appears to have been the little two-master EDITH BEAN, and from this time on the Bean yard specialized in schooners of steadily increasing size. The list begins on the opposite page.

| | | | |
|------|--------|----------------------|------|
| 1877 | 2m.Sch | EDITH BEAN | 17 |
| 1879 | 3m.Sch | FLORA ROGERS | 376 |
| 1879 | 3m.Sch | R. BOWERS | 436 |
| 1880 | 3m.Sch | ANNIE L. HENDERSON | 428 |
| 1880 | 3m.Sch | ROBBIE L. FOSTER | 430 |
| 1881 | 3m.Sch | MORRIS W. CHILD | 512 |
| 1881 | 3m.Sch | ALICE A. HALL | 356 |
| 1881 | 3m.Sch | GENL.ADELBERT AMES | 476 |
| 1882 | 3m.Sch | DORA MATHEWS | 392 |
| 1882 | 3m.Sch | WILLIAM HAYS | 402 |
| 1882 | 3m.Sch | JOHN F.MERROW | 703 |
| 1883 | 3m.Sch | MAY O'NEILL | 603 |
| 1883 | 3m.Sch | SARAH A. FULLER | 492 |
| 1883 | 3m.Sch | WILLIAM H. ALLISON | 476 |
| 1883 | 4m.Sch | JONATHAN BOURNE | 708 |
| 1884 | 3m.Sch | RACHEL & MAUD | 499 |
| 1884 | 3m.Sch | SARAH E. WARD | 577 |
| 1886 | 4m.Sch | KING PHILIP | 1224 |
| 1887 | 4m.Sch | POCAHONTAS | 1382 |
| 1887 | 4m.Sch | MOUNT HOPE | 1105 |
| 1889 | 4m.Sch | CORNELIUS HARGRAVES | 1401 |
| 1889 | 4m.Sch | MILLIE G. BOWNE | 1680 |
| 1890 | 3m.Sch | WILLIAM SMITH | 468 |
| 1890 | 4m.Sch | ALICE HOLBROOK | 722 |
| 1890 | 4m.Sch | MARJORIE | 1460 |
| 1890 | 4m.Sch | WILLIAM JOHNSON | 777 |
| 1891 | 4m.Sch | KATHERINE D. PERRY | 1125 |
| 1891 | 4m.Sch | FANNY ARTHUR | 614 |
| 1891 | 4m.Sch | R. & T. HARGRAVES | 783 |
| 1894 | 4m.Sch | J. HOLMES BIRDSALL | 1520 |
| 1894 | 4m.Sch | MARY MANNING | 1233 |
| 1896 | 4m.Sch | HENRY W. CRAMP | 1629 |
| 1896 | 4m.Sch | ALMA E. A. HOLMES | 1208 |
| 1899 | 5m.Sch | JOHN B. PRESCOTT | 2454 |
| 1899 | 4m.Sch | ANNA MURRAY | 1534 |
| 1899 | 5m.Sch | JENNIE FRENCH POTTER | 1993 |
| 1900 | 4m.Sch | MALCOLM BAXTER JR. | 1732 |
| 1900 | 6m.Sch | GEORGE W. WELLS | 2970 |
| 1900 | 5m.Sch | VAN ALLENS BOUGHTON | 2129 |
| 1901 | 4m.Sch | J. C. STRAWBRIDGE | 861 |
| 1901 | 5m.Sch | ARTHUR SEITZ | 2207 |
| 1902 | 5m.Sch | T. CHARLTON HENRY | 2421 |
| 1904 | 5m.Sch | MARGARET HASKELL | 2114 |
| 1904 | 5m.Sch | SAMUEL J. GOUCHER | 2547 |
| 1905 | 5m.Sch | HELEN J. SEITZ | 2547 |

The last 8 vessels in the above list were built by H.M.Bean in partnership with his son, Robert L. Bean. Available records indicate that the Beans operated as contract builders, seldom owning an important interest in their products. George S. Was-son in "Sailing Days on the Penobscot" hints that their reputation for workmanship was not the highest and "it was grimly said that no vessel from that source ever touched bottom and came off again."

According to Robinson, the Beans by this year had built 1 6-master, 12 5-masters, 20 4-masters, 17 3-masters, 1 2-master, 2

boats, and 1 brig, but the above list falls

somewhat short of these totals, particularly in 5-masters.

Commencing with the MOUNT HOPE in 1887, many of the larger Bean vessels were built for the management of Capt. John G. Crowley, who also promoted the 7-master THOMAS W. LAWSON, and about 1906 they became the property of the Coastwise Transportation Co. A second 6-master was commenced for this ownership at Camden, but financial difficulties of some kind developed, and the frames were taken down and removed to Rock-land, where the vessel was completed in 1907 as the MERTIE B. CROWLEY by Cobb, Butler & Co.

Robert L. Bean subsequently built the following at Camden:

| | | | |
|------|--------|------------------------|------|
| 1909 | 3m.Sch | FRANK E. SWAIN | 433 |
| 1909 | 3m.Sch | FRANK M. LOW | 542 |
| 1916 | 4m.Sch | PERCY R. PYNE 2d (aux) | 1337 |
| 1917 | 4m.Sch | CHARLOTTE A. MAXWELL | 668 |
| 1917 | 4m.Sch | BLUE PETER | 1234 |
| 1917 | 4m.Sch | FLORENCE B. PHILLIPS | 671 |
| 1918 | 4m.Sch | LAURA A. BARNES | 629 |
| 1918 | 4m.Sch | EDNA M. MCKNIGHT | 1326 |
| 1919 | 4m.Sch | CHARLES A. DEAN | 1143 |
| 1919 | 4m.Sch | HELEN BARNET GRING | 1226 |
| 1920 | 4m.Sch | ROBERT L. BEAN | 1335 |
| 1920 | 4m.Sch | T. N. BARNSDALL | 1309 |

With the building of wooden merchant vessels a thing of the past in Maine, the Bean yard was incorporated as the Camden Yacht Building & Marine Railway Co. We have noted only one vessel built by it between the World Wars:

| | | | |
|------|---------|------------------|-----|
| 1924 | Stm.Tug | EUGENIE SPOFFORD | 101 |
|------|---------|------------------|-----|

H.M.Bean died in November 1921, and apparently had outlived his son. The Camden shipyard is still in business, and during World War II built:

| | | | |
|------|---------------------|--------|---------------------|
| 1941 | GOVERNOR | AMc 82 | 195-ton minesweeper |
| 1941 | GUIDE | AMc 83 | 195 " |
| 1942 | APc 15 (ex AMc 155) | | coastal freighter |
| 1942 | APc 16 (ex AMc 156) | | " " |
| 1942 | APc 17 (ex AMc 157) | | " " |
| 1942 | APc 18 (ex AMc 158) | | " " |
| 1942 | APc 58 | | " " |
| 1942 | APc 59 | | " " |
| 1942 | APc 60 | | " " |
| 1942 | APc 61 | | " " |
| 1942 | APc 62 | | " " |
| 1942 | APc 63 | | " " |
| 1944 | ATR 74-79 | | six steam tugs |
| 1942 | C. T. W. | | 66-ton dragger |
| 1944 | CAMDEN | | 55-ton dragger |
| 1943 | PINE TREE | | 362-ton barge |
| 1943 | PINE TREE II | | " " " |
| 1943 | PINE TREE III | | " " " |
| 1943 | PINE TREE IV | | " " " |

(continued on page 142)

ADDENDA - 1883 3m.Sch. JOSEPH HILTON 438 Built 1883 and lost that winter. (L.C. Vol. 3-p.40)

BAYLES OF PORT JEFFERSON (PART II)

In January LOG CHIPS we gave a run-down of the shipbuilding activities of J.M. Bayles of Port Jefferson, pointing out that our information on his earlier vessels was deficient. We have subsequently been in communication with Mr. Albert G. Hallock of Huntington, L.I., whose father was a captain of coasting schooners out of Port Jefferson and whose grandfather was a shipbuilder there. From notes furnished us by Mr. Hallock and from articles recently written by him for the Port Jefferson "Times," of which Michael Costagliola has loaned us clippings, we have more material on the Bayles family, as well as on other shipbuilders of the region.

To begin with, here are the names of two vessels built by Elisha Bayles, the father of J.M. and of C.L. Bayles:

1830 Sloop ALONZO

1834 Sloop JAMES GORHAM

We do not yet have the tonnages of these sloops. Here is the list of vessels built by J.M. & C.L. Bayles:

| | | | |
|--------|-----------|---------------------|-----|
| 1836 | Sloop | MIAMI | 68 |
| 1838 | Sloop | NATIVE | 61 |
| 1839 | Brig | BELLE DEL MER | 125 |
| 1841 | Sch | DENMARK | 135 |
| 1843 | Sloop | ADELIA | 48 |
| 1845/6 | Sch | BELLE | 126 |
| 1846 | Sch | TELEGRAPH | 143 |
| 1846 | Sch | RIO GRANDE | 84 |
| 1846 | Sloop | MARY R. KIRBY | 65 |
| 1847 | Sch | EDWARD L. FROST | 150 |
| 1847 | Sch | WILLIAM E. COLLIS | 148 |
| 1847 | Sch | WILLETT S. ROBBINS | 180 |
| 1848 | Sch.Yacht | BREEZE | 100 |
| 1848 | Sch | RAINBOW | 145 |
| 1849 | Sch | FRANCIS A. BAKER | 80 |
| 1849 | Sch | STEPHEN H. TOWNSEND | 260 |
| 1849 | Sloop | PHOEBE ANN | 42 |
| 1849 | Sloop | ELIZA A. JAYNE | 76 |
| 1850 | Sloop | SENATOR | 70 |
| 1850 | Sch | C. L. BAYLES | 154 |
| 1851 | Sch | JAMES M. BAYLES | 170 |
| 1851 | Sch | MARY L. DAVIS | 176 |
| 1852 | Sch | STEPHEN TABER | 304 |
| 1853 | Sch.Yacht | ELLIPTIC | 112 |
| 1853 | Sch | BREEZE | 254 |
| 1853 | Sloop | FLYING ARROW | 60 |
| 1854 | Sch | HENRY JAMES | 261 |
| 1854 | Sch | THOMAS W. OLCOTT | 203 |

The BREEZE of 1848 was the first yacht ever built at Port Jefferson. It will be observed that dates, spellings, and tonnages above may not agree exactly with those on page 111 of January LOG CHIPS.

In 1854 James M. Bayles and C. Lloyd

Bayles dissolved their partnership and built for a time independently. James M. Bayles built:

| | | | |
|--------------------------|-------|----------------|-----|
| 1854 | Sch | M.H. REED | 221 |
| 1854 | Sch | A. HAMMOND | 219 |
| 1855 | Sch | MOONLIGHT | 263 |
| 1856 $\frac{1}{2}$ -Brig | | MARY E. JONES | 265 |
| 1856 | Sch | E. A. CONKLING | 260 |
| 1857 | Sloop | YANKEE | 85 |
| 1858 | Sch | ANNA SHEPARD | 167 |
| 1859 | Sch | ANN AMELIA | 89 |
| 1861 | Sch | GLENWOOD | 148 |

Meanwhile C. Lloyd Bayles was building:

| | | | |
|--------------------------|-----|-----------------|-----|
| 1855 | Sch | EDWARD SLADE | 285 |
| 1855 | Sch | SUSAN E. JAYNE | 204 |
| 1856 | Sch | ANNA M. EDWARDS | 119 |
| 1856 | Sch | REINDEER | 197 |
| 1857 $\frac{1}{2}$ -Brig | | YANKEE BLADE | 275 |

In 1861, J.M. & C.L. Bayles seem to have been partners briefly again to build

1861 Sch LUCINDA L.A. BAYLES 286
which "American Lloyd's" lists as built in 1862.

Mr. Hallock informs us that the list in January LOG CHIPS of vessels built by J.M. Bayles & Son is substantially correct, and that the ELSIE A. BAYLES should definitely be included in it.

Meanwhile, C.L. Bayles appears to have gone into partnership with Sylvester T. Wines, and Bayles & Wines built:

| | | | |
|------|-----------|------------------|-----|
| 1863 | Sch | IDA A. JAYNE | 211 |
| 1864 | Sch | LAVINIA BELL | 154 |
| 1864 | Sch | S.T. WINES | 224 |
| 1864 | Sch | (record damaged) | 189 |
| 1865 | Sch.Yacht | JOHN SWAN | 30 |

C. Lloyd Bayles next established the firm of C.L. Bayles & Son. They built the brig HELEN M. ROWLEY, which, as already noted, is credited to D.T. Bayles in "American Lloyd's" for 1882; this seems to indicate that D.T. Bayles was the son of C.L. Here is their list:

| | | | |
|--------------------------|--------|-------------------|-----|
| 1867 | Sch | HENRY N. SQUIRE | 308 |
| 1867 $\frac{1}{2}$ -Brig | | HELEN M. ROWLEY | 390 |
| 1868 $\frac{1}{2}$ -Brig | | LEWIS L. SQUIRE | 425 |
| 1869 $\frac{1}{2}$ -Brig | | M. M. FRANCIS | 439 |
| 1870 | Sch | NYMPH | 140 |
| 1871 | Sch | ANNA M. DICKINSON | 166 |
| 1871 | Sch | W. H. PHARE | 154 |
| 1873 | 3m.Sch | T. HARRIS KIRK | 350 |
| 1874 | 3m.Sch | EMMA AVERY | 330 |
| 1874 | Sch | ADDIE SCHLARFER | 178 |

The schooner EDWARD L. FROST, built by J.M. & C.L. Bayles in 1847, is said to have landed in San Francisco the first cargo ever carried from Japan to an American port.

SAILS ON STEAM SCHOONERS

I was in the M/S MARY HANLON in August 1923, and she carried at that time a fore staysail (without boom) and a leg-of-mutton spanker. The spanker was a new one just from the sail loft, and we bent it and set it while shifting piers on San Francisco Bay. The Mate wanted to see if the sail makers made the sail to his measurements.

We used the spanker on the voyage, but the fore and aft sail seemed of little use. Steam schooners as a rule were designed so they were never cranky or tender, and the mates saw they were loaded correctly; so the sail was of little use as a steady sail, and too small in area to add much to her speed.

In 1919 I first saw a steam schooner under a big square foresail, in a very fresh NW wind, and she was a beautiful sight. She was a small one-mast vessel, and that square foresail added several knots to her speed and helped her run before the sea much better than if she had no sail forward.

I believe the MAYFAIR, Charles "elson Company's steam schooner, was one of the very last that carried sail. I often saw her in the 1920's with her fore square-sail. The steam schooners' square foresail was much different from the sailing schooners', in that the sail was one big squaresail and had halyards. When in port the yard and sail were cockbilled away from the wharf.

--EMMETT A. HOSKINS

THE SCHOONER GASPE

Currently appearing in the Gloucester "Daily Times" each Saturday is a feature by Gordon W. Thomas under the title of "Builders of Gloucester's Prosperity." Each week an illustrated history of a former Gloucester schooner is given.

Mostly these are fishing craft, but on 15 March the three-masted schooner GASPE (which figures in the list on p.31 of LOG CHIPS for Nov.1950) was described. As the GASPE had a remarkable history, the facts are worth repeating here.

Built by A.D.Story in Essex, the GASPE was intended for a steam trowler; she was designed by Capt.J.D.S.Nickerson of Gorton-Pew, her owners, and was launched on 26 July 1917. Considerations connected with difficulties in obtaining steam machinery, however, combined with high off-charge freight rates induced her owners

to finish her as a fish-carrier. She was therefore given a three-topmast rig, with no bowsprit, and fitted with a couple of 100-hp Fairbanks-Morse gas engines. She was chiefly employed bringing salt cod from Newfoundland to Gloucester, but in 1919 took a load of barrelled herring from Gloucester to Sweden.

In 1922 the GASPE was chartered to appear in "Down to the Sea in Ships," and was provided with whaling gear at New Bedford. Four whales were actually taken during her cruise to the Caribbean to film the whaling scenes. In July 1923 she was sold to owners in Palermo, Sicily, but soon returned to western Atlantic waters as the BEATRICE of St.Pierre. Under this name she became known as one of the leading rum-runners of the New England coast.

In 1928 she went under British registry as the CHAPEL POINT of Belleoram, NFL., and on 9 Dec.1930 she was lost by fire off Cape Colnett, on the coast of Lower California.

MORE ON THOMASTON BUILDERS

Mr.George M. Patterson has sent us some further Thomaston material. One item is the obituary notice of Richard Elliot Dunn (LC March 1951), who died as Cushing, Me., late in November 1951. Mr.Elliot was born in Thomaston on 1 July 1863, the son of Thomas and Eliza (Giles) Dunn. He was a partner in Dunn & Elliot from 1902 to 1917, and ran the Thomaston Garage from 1918 to 1938, then retiring to Cushing.

Mr. Patterson also questioned our statement (p.24) that Chapman and Flint built identical houses at Thomaston. Re-examining our source, we find that they contracted for such houses, but apparently moved to Brooklyn before completing them.

Beside Capt.Harvey Mills (p.125), another Thomaston master mariner who built models was Capt.James E. Creighton. Mr. Patterson has sent us photos of two models of the HENRY B.HYDE and one of the five-master HARWOOD PALMER, built by Captain Creighton. Mr.Patterson is a competent model-builder himself, by the way, and has modelled many Thomaston craft.

LEWESVILLE, DEL., LOCATED

Lew Parker writes us that Lewesville (LC p.123) is the old name for Bethel, Del. The proper spelling is Lewisville. The 1879 "Record" lists HATTIE E.GILES as built at Laurel and registered at Lewisville.

BOOK REVIEWS

KLOSTER, Knut Utstein, "Den Norske Stormakt; vår skipsfart gjennom tusen år," 201 pp; ill. Gyldendal Norsk Forlag, Oslo, 1946. N.Kr.12.90.

"The Norwegian great empire" is a book much like "De Danskes Vej" (LC v.I, p.27). It covers the last 1000 years of maritime history from the Norwegian point of view, with special emphasis on the modern Norwegian merchant marine. The 60-odd illustrations are excellently chosen and well reproduced.

GRANDJEAN, Louis E., and B.v.Munthe av MORGANSTIERNE, "Vore Skibe," 128 pp; ill; index. Høst & Søn's Forlag, København, 1949. Dan.Kr. 12.50.

"Our Ships" is a popular book on shipbuilding, shipping, and seamanship. There are over 90 illustrations, covering all phases of modern Danish maritime activity. Three color plates give the International Code, buoyage systems, and houseflags of Danish owners. Admittedly written for boys and landlubbers, the book gives a first-rate picture of the present thriving Danish merchant marine.

SANDAHL, Bertil, "Middle English sea terms. I. The ship's hull," vol.8 of the English Institute in the University of Upsala Essays and Studies on English Language and Literature, 235 pp; bibl; index. Harvard U.Press, etc., 1951. Swed.Kr.10.

"Middle English" means the period from about 1290 to 1500. The author has gone through some 300 documents in the Public Record Office in London, and has collected about 800 sea terms from these times. Of them, 290 terms relating to the hull are treated in this work; words pertaining to rigging, equipment, and seamanship will, it is hoped, appear in later works.

Many of the words are not in the "New English Dictionary," and for most of them examples earlier than in the NED are presented. This book will be a primary source for anyone interested in early Northern shipbuilding, or in the history of nautical English, and it is hoped that the response to the appearance of this volume will be sufficient to induce the author and his publishers to continue publication of the results of his research.

It might appear strange that a dictionary should have an index; however the author has further subdivided his material into terms dealing respectively with the

frame, stern and rudder, fastenings, caulking, and compartments, and the index therefore is a necessity.

GRANVILLE, Wilfred, "Sea slang of the Twentieth Century; Royal Navy; merchant navy; yachtsmen; fishermen; bargemen; canalmen; miscellaneous;" introduction and etymologies by Eric Partridge, 271 pp. Winchester Publications Ltd., London, 1949; price 8s 6d.

The title of this book should be "British Sea Slang, etc." since it is mostly Royal Naval terminology from the author's own experience, with a few others thrown in to give it a false air of comprehensiveness. As far as it goes, it is a useful book, and will be of assistance to an outsider attempting to read recent British naval fiction; but it also points up the necessity of compiling a similar work to include Americanisms.

STEVENS, Edward F., "One hundred years of Houlders; a record of the history of Houlder Brothers & Co.Ltd.from 1849-1950," 101 pp; ill; index. N.p.; n.d.

We are indebted to Captain H. Daniel of Houlder's Montevideo office for assistance in obtaining a copy of this well illustrated and magnificently produced history of his firm. The first Houlder was Edwin Savory Houlder, who began as a clerk in a Greek firm of merchants in London, and started trading on his own account as soon as he reached his majority, in December 1849. The firm prospered on the Australian trade and ventured into shipowning during the American Civil War, when the activities of Confederate cruisers and privateers forced a great many American ships under foreign flags at bargain prices.

The firm was incorporated in 1898, specializing in the refrigerated meat trade with Australia and South America, and in 1911 Furness, Withy & Co.Ltd.acquired a major interest in the line. Subsequently it weathered two world wars and a world depression, and it still paints its white maltese cross on a red band on the funnels of over a score of steamers, most having names ending in GRANGE.

The book goes into details concerning the histories and ultimate fates of all the vessels owned by the firm, Captain Daniel having supplied the records of the early sailing vessels. The illustrations include interesting reproductions of early shipping documents.

GREENHILL, Basil, "The Merchant Schooners," author's use of commas between sentences. xx, 244 pp; 85 plates; 28 figs; 3 appendices; index. Percival Marshall & Co., London, 1951. Price 30s.

But these are minor points, and we are looking forward to the appearance of the second volume of "The Merchant Schooners."

This is Volume One of "a survey of the history of the small fore and aft rigged merchant sailing ships of England and Wales in the years 1870-1940 with something of their previous history and subsequent fate." The author has coined the term "merchant schooner" to include brigantines and ketches, since the usual term of "coasting vessel" he considers to be a misnomer, in view of the foreign and even transatlantic voyages that they undertook. It is perhaps a question which phrase contains the greater misnomer; but since the schooner in Britain never reached the giant proportions that it attained in America, the term "schooner" in Britain has come to be connected with any cargo-carrying sailing vessel of small size, rather than with a particular rig.

ANDERSON, Ernest B., "Sailing ships of Ireland; a book for lovers of sail; being a record of Irish sailing ships of the Nineteenth Century," xv, 303 pp; 41 ill; two appendices; index. Morris & Co., Dublin, 1951; price 18s 6d.

The book opens with a chapter on the history of the schooner in British waters, which developed out of the fruit trade and the Leith-London packets. Next follows a complete description of the design and building practices that produced these small vessels, illustrated with lines and sail plans of half a dozen vessels and with detail drawings of various rigging features. Such features as the Cornish stern, Irish sea stern, and Milford stern are fully described.

Then the coast of England and Wales is covered in detail, with a summary of the shipbuilding activity at each port, commencing in the west of England and running east to Exmouth; then covering the west coast north to the Severn; then Wales and Lancashire.

The appendixes include the accounts of the schooner THETIS of Fowey from 1873 to 1876 and the cargo book of the ketch ALFORD of Bideford in 1895-96.

A book on this subject is long overdue, and this one serves as another illustration of how the commonplace is ignored until often too late. There were dozens of merchant schooners in service around the British Isles as recently as 1930; the author commenced collecting his material in 1935, but already so few records remained that he could get together only six sets of plans for this volume.

We have two criticisms of the book; one that the plans in many cases partly disappear into the binding; the other that the sail and steam.

There is more to this book than is apparent from its title or subtitles, as in addition to Irish sailing ships it covers the steam packets owned in Ireland and trading across the Irish Sea to England, and also the transatlantic line that ran out of Galway in the 1860's.

The best known Irish sailing ship line was, of course, Corry's "Irish Stars," and the book devotes a chapter to them. Also operating out of Belfast were Thomas Dixon, Samuel Lawther and William Porter, while earlier in the century Belfast sent out a number of colonial clippers and also engaged in the coolie trade. Dublin had the deep-water fleet of Richard Martin & Co., while Londonderry was home port to William Mitchell's and Thomson, Dickie's fleets. The smaller ports had their colliers and coasters.

Ireland also boasted some noted shipyards including Harland & Wolff and Workman, Clark & Co., at Belfast, W.F. Bigger at Londonderry, Paul Rodgers at Carrickfergus, and a number of smaller yards. The third portion of the book is devoted to their histories.

The appendixes list the iron and steel sailing vessels owned by each of the shipping companies of Ireland and a register of 55 coasters owned in the port of Arklow since 1915.

Ernest Anderson was killed in an aircraft accident near Cairo in May 1947 at the age of 28, and the book was finished by his brother, R.M. Anderson. Perhaps because the compiler did not live to see it through the press, the book is often inaccurate in small details, and the spellings tend to be inconsistent. There is a good deal more to the book, however, than could have been derived by simply compiling all references to Irish shipping from recent maritime literature, and if used with due caution it will serve as a major source of material on Irish shipping.

The illustrations are all ship portraits,

THREE-MASTED SCHOONERS BUILT ON THE ATLANTIC AND GULF, continued from p.116,

| | | | |
|----------------------|--|----------------------|---|
| | | 1890, continued. | |
| CLARA A. PHINNEY | 480 Bath, Maine | Kelley & Spear | 1916 SANT FOST of Barcelona, Spain |
| D. J. SAWYER | 343 Jonesport, Me. | D.J.Sawyer | 1916 RENA A. MURPHY; |
| | Dec. 1916 barge, Key West; Feb. 1917 rerigged, Mobile; 1918 foreign. | | Lost Bahamas Aug. 1919 |
| DAMIETTA & JOANNA | 330 Yarmouth, Me. | Giles Loring | Lost 1899. |
| EDNA & EMMA | 182 Baltimore, Md. | McCooker & Co. | 1917 MONTE PONI, Havre. |
| EDWARD H. BLAKE | 544 Millbridge, Me. | J.W.Sawyer & Son | Lost 1897. |
| ELLA B. KIMBALL | 215 Bath, Me. | Kelley & Spear | Missing August 1899. |
| ELWOOD H. SMITH | 439 New London, Conn. | Jas. Davidson & Son | Lost 1896. |
| EUNICE L. CROCKER | 677 Bath, Me. | Morse Bros. | Wrecked Apr. 1923, Me. cst |
| FRANCES GOODNOW | 359 Harbor View, Mass. | R. Crosbie & Son | Lost early 1901. |
| FRED GOWER | 819 Calais, Me. | Rideout & Lord | Foundered 16 Jan. 1915. |
| FREDERICK ROESSNER | 406 Bath, Me. | New England Co. | 1919 sold to Spanish |
| GEORGIA GILKEY | 641 Searsport, Me. | A.J. Nickerson | Still afloat, Montevideo. |
| | owners in Las Palmas; rn PAQUITO ORIVE. | | Wrecked 28 Jan. 1909. |
| GOLDEN BAIL | 286 Kennebunkport, Me. | David Clark | Sunk Feb. 1907, collision |
| HARRY KNOWLTON | 317 Tottenville, N.Y. | Ellis & Son | Lost 1896. |
| HARRY S. LORD JR. | 252 Bath, Me. | George Hawley | Wrecked Me. cst March '17. |
| HARRY W. HAYNES | 295 Ellsworth, Me. | I.M. Grant | Lost 1895. |
| HELEN KELLEN | 244 Bath, Me. | George Hawley | Foundered Nov. 1908. |
| HENRY CLAUSSEN JR. | 546 Bath, Me. | New England Co. | Lost 1897. |
| HENRY G. MILLIKEN | 179 Bath, Me. | George Hawley | Wrecked 19 Jan. 1907. |
| HORACE G. MORSE | 437 Bath, Me. | Morse Bros. | Wrecked 15 Feb '08 Fire I. |
| HOWARD B. PECK | 472 New London, Conn. | Jas. Davidson & Sn. | Missing Dec. 1918. |
| J. E. DU BIGNON | 493 Boston, Mass. | W. McKie | Capsized Feb. 1898. |
| JAMES M. SEAMAN | 648 Newcastle, Me. | Gay | Foundered Aug. 1898. |
| JEROME B. LOOK | 361 Columbia Falls, Me. | John Crandon | Foundered Aug. 1898. |
| JESSE C. WOODHULL | 602 Bath, Me. | William Rogers | Wrecked 12 March 1912. |
| JOHN W. HALL | 346 Frederica, Del. | Nathaniel Lank | Missing Jan. 1908. |
| JOSEPHINE WELLCOTT | 391 Columbia Falls, Me. | Isaac Carleton | Formerly WINNIE IRWIN; |
| L. N. DANTZLER | 138 Pascagoula, Miss. | | rebuilt. Auxiliary 1910; sold foreign 1914. |
| LAURA L. SPRAGUE | 594 Rockland, Me. | G.A. Gilchrest | Wrecked 18 March 1913. |
| LAURA M. LUNT | 567 Rockland, Me. | G.A. Gilchrest | Foundered 4 March 1914. |
| LELIA SMITH | 278 E. Machias, Me. | Chas. J. Frye | Lost, spring of 1899. |
| LIZZIE E. DUNNISON | 528 E. Deering, Me. | Geo. Russell | Wrecked 10 Mar. 1918. |
| LOUIS V. PLACE | 735 Kennebunk, Me. | Geo. Christensen | Lost 1895. |
| MARTIN C. EBEL | 414 Boothbay, Me. | C. & G. H. Hodgdon | Lost 1896. |
| MARY B. BAIRD | 908 Camden, N.J. | Morris & Mathis | Foundered 27 June 1912. |
| MARY C. STUART | 203 Bluehill, Me. | Frank Cousens | Sold foreign 1903. |
| MAVCOSEN | 184 Wiscasset, Me. | Maine SB & Nav. Co. | Lost 1895. |
| NATHAN F. CCEB | 656 Rockland, Me. | Cobb, Butler & Co. | Lost 1897. |
| NELLIE A. WALKER | 199 Bath, Me. | C.B. Harrington | Lost 1891. |
| P. T. BARNUM | 667 Bridgeport, Conn. | A.J. Beardsley & Sn. | foundered 19 Dec. 1906. |
| PERCY & LILLIE | 503 Port Jefferson, N.Y. | Jas. E. Bayles | Lost 1903. |
| RICHARD S. SPOFFORD | 488 Newburyport, Mass. | Geo. E. Currier | Lost 1895. |
| ROBERT A. SNYDER | 375 Milford, Del. | T. Carlisle | Wrecked 14 Sept. 1917 |
| ROBERT INGLES CARTER | Made barge 1895; further cut down 1897; lost 1902 | | |
| | 828 E. Boston, Mass. | Jn. M. Brooks | |
| SADIE C. SUMNER | 672 Thomaston, Me. | Dunn & Elliot | Made barge Nov. 1916; |
| | rerigged Aug. 1917; 1918 became MONTE GRANDE of Havre, France. | | Foundered 1 Oct. 1920. |
| THOMAS F. POLLARD | 707 Dennisville, N.J. | R. S. Leaming | Lost 1897. |
| WALTER W. RASIN | 679 Baltimore, Md. | H. Brusstar & Bro. | Lost 1895 |
| WILLIAM SMITH | 468 Camden, Me. | H.M. Bean | Jan. 1901 rn. JOSEPH W. |
| WILLIAM H. SWAN | 840 Camden, N.J. | John L. Mills | |
| | BROOKS; lost 1904 | | |
| WILLIAM L. BRADLEY | 509 Millville, N.J. | James D. Bell | Foundered 10 Oct. 1891. |
| WINNEGANCE | 264 Phippsburg, Me. | John G. Morse | 1920 rn. JOHN L. MARTINO; |
| | scrapped 1929, | | |

1889

| | | | |
|----------------------|------------------------------|--|----------------------------|
| ADDIE CHARLISON | 658 E.Deering, Me. | George Russell | Lost 1902. |
| AGNES E. MANSON | 842 Bath, Me. | A.Sewall & Co. | Lost 1903. |
| ANNIE B. MITCHELL | 463 Madison, Conn. | M.B.McDonald | Register abandoned 1946. |
| CHARLES D. HALL | 395 New London, Conn. | J.Davidson | Lost 1902. |
| CLIFFORD I. WHITE | 308 Harrington, Me. | Everett I.White | Lost 13 Aug.1916. |
| DUDLEY FARLIN | 362 Newcastle, Me. | T.E.Gay | Lost 1891. |
| EDNA | 325 Columbia Falls, Me. | Isaac Carleton | Sold Finnish 1920. |
| EDWARD F. MANSFIELD | 714 Madison, Conn. | Wm.C.Crossley | Lost 1894. |
| ETHEL F. HAWLEY | 237 Bath, Me. | George Hawley | Lost 1892. |
| FIHEMAN | 174 Bath, Me. | George Hawley | Lost 22 Jan.'07, Me.cst. |
| FLORENCE | 699 E.Deering, Me. | George Russell | Lost 1901. |
| GERTRUDE A.BARTLETT | 374 Brewster, Me. | E.& I.K.Stetson | Foundered 27 Sept.1906. |
| H. E. THOMPSON | 683 Machias, Me. | John Shaw | Lost W.Indies 8 Apr.'08. |
| IRA B. ELLEMS | 276 Rockland, Me. | Cobb, Wight & Co. | Lost W.Indies 12 June'18. |
| J. F. COOLIDGE | 447 Millbridge, Me. | J.W.Sawyer | Lost 1896. |
| J.HENRY EDMUNDS | 284 Dennisville, N.J. | Frank Wentzell | Sunk collsn. 1 Feb.1910. |
| JAMES DUFFIELD | 187 New London, Conn. | Jas.Davidson & Son | Lost Del.cst.30 Apr.'12. |
| JENNIE C. MAY | 882 Bath, Me. | New England Co. | Lost 1902. |
| JESSE BARLOW | 276 Boston, Mass. | Jn.M.Brooks | Sunk collsn.17 Dec.'07. |
| JOEL COOK | 401 Bath, Me. | Kelley & Spear | Sold French, Oct.1919. |
| JOEL F. SHEPPARD | 567 Boothbay, Me. | W.Adams & Son | Burned out at Harborton, |
| | Va., 20 Nov.1911, 1913 barge | MATTIE L.JOHNSON; 1918 WILLIAM T.LANK; 1929 | |
| HOWARD WOOD. | 22 Dec.1944 | foundered at Wortens Pt., upper Cheasapeake Bay. | |
| JOHANNA SWAN | 668 Harrington, Me. | Albert M.Nash | Lost 1899. |
| JOHN M. MOORE | 624 Dennisville, N.J. | Richard S.Leaming | Lost 1895. |
| JULIA FRANCES | 183 Kennebunkport, Me. | David Clark | Torpedoed 27 Jan.1918. |
| KATE S. FLINT | 584 Bath, Me. | John McDonald | Lost 1898. |
| LILLIAN WOODRUFF | 332 Boothbay, Me. | C.& G.M.Hodgdon | Foreign 1910; renamed |
| | | PORTUENSE of Oporto, Portugal, | |
| LONGFELLOW | 267 Bath, Me. | Kelley & Spear | Lost W.Indies 18 Jan.'19. |
| MARIAN | 258 Camden, N.J. | Morris & Mathis | Lost Mexico 17 May 1907. |
| MARION F. SPRAGUE | 787 E.Boston, Mass. | J.M.Brooks & Sn. | Lost 1895. |
| MARY L. CROSBY | 487 Millbridge, Me. | J.W.Sawyer & Sons | Lost off Hatteras Jun.'15. |
| MARION MANSON | 527 Bath, Me. | Elwell S.Crosby | Lost 1891. |
| MINNIE BERGEN | 387 Milford, Del. | J.W.Abbott | Lost 1899. |
| MONTANA | 377 Bath, Me. | New England Co. | Lost 1905. |
| MYRA B. WEAVER | 524 Bath, Me. | John McDonald | May 1901 renamed |
| | PENDLETON SATISFACTION. | Lost on coast of Haiti, 3 Feb.1913 | |
| OLIVE PECKER | 876 Belfast, Me. | George A.Gilchrest | Lost 1898. |
| ROBERT McFARLAND | 641 Thomaston, Me. | Dunn & Elliot | May 1913 rn EDITH S. |
| | CUMMINS; Nov.1916 | sold British; rn FRESHHOPE of Liverpool. | |
| RODMAN R. NICKERSON | 509 Boston, Mass. | John M.Brooks | Lost 1895. |
| WM. F. GREEN & SON | 523 Boston, Mass. | W.F.Green & Son | Renamed WALTHAM 1893; |
| | 27 Oct.1925 | wrecked at Shearbrook, Nova Scotia. | |
| | | 1888 | |
| ALICE McDONALD | 656 Bath, Me. | John McDonald | Hulk on west coast 1910. |
| ANNA V. LAMSON | 337 Milford, Del. | J.W.Abbott & Co. | Missing Oct.1896. |
| ARTHUR V.S. WOODRUFF | 193 Essex, Mass. | John James & Co. | Lost W.Indies 20 Apr.'20. |
| ARVESTA | 504 Port Jefferson, N.Y. | J.M.Bayles & Son | Lost 1893. |
| CORA DUNN | 554 Thomaston, Me. | Dunn & Elliot | Lost early in 1899. |
| DRISKO | 261 Millbridge, Me. | J.W.Sawyer & Sons | Lost 1894. |
| EDWARD W. YOUNG | 424 Boston, Mass. | John M.Brooks | Lost 1901. |
| FANNIE J. BARTLETT | 830 Bath, Me. | E.S.Crosby | Lost 1894 |
| FRANK S. WARREN | 568 Bath, Me. | Kelley & Spear | Lost 1893. |
| GRACE SEYMOUR | 653 Hadlyme, Conn. | H.H.Hanscom | Foundered 4 Dec.1915. |
| HATTIE A. MARSH | 436 Madison, Conn. | M.B.McDonald | Lost 1903. |
| HORATIO L. BAKER | 828 Bath, Me. | Gardiner G.Deering | Foundered 1 March 1915. |
| J.C.McNAUGHTON | 153 Milford, Del. | J.W.Abbott & Co. | Lost 1899. |

SAILING SHIP NEWS

ALASTOR, Br.bk; built Sunderland 1875.

being broken up on Thames.

ANNIE C.ROSS, 4m.Sch. We reported her mastless last month; she still has her lower masts, but not topmasts.

DANMARK, Dan.aux.tr.ship. 3 March sheltering Skagen (from N.Orleans 25 Jan.)

FANTOME, Br.aux.4m.sch.yacht. Recently moved to a different pier at Lake Union, Seattle, where she is on public display.

ISKRA, Pol.aux.tr.sch. Active during 1951 at Gdynia.

PAMIR, Ger.aux.4m.bk. 28 Feb.arr Rio in tow (had lost screw). 5 Apr.left Rio; 8 Apr.arr Vitoria to load for Rotterdam.

PASSAT, Ger.aux.4m.bk. 22 Mar.arr Rio Grande; 10 Apr.left for Buenos Aires.

REGINA, 2m.sch. Built Machias, Me., 1891; long preserved on stilts at Kennebunkport by Booth Tarkington. To be dismantled and hull scuttled at sea.

TALCA, Br.hulk (ex bark built Liverpool 1839) Hulked at Dartmouth 1927; recently scrapped.

WAWONA, 3m.Sch. Scheduled to sail from Seattle 15 May on an expense-sharing cruise to Tahiti.

ZINITA, Br.hulk (ex bark built Glasgow 1894). Hulk at Dartmouth 1921; recently scrapped.

(With thanks to Bob Applebee, A.O.Anderson, Gordon Jones, and Ed Collins for news)

H.M.BEAN (continued from p.135)

Plans exist of a few Bean vessels. The five-master MARGARET HASKELL of 1904 was designed by B.B.Crowninshield, and her lines and sail plan have been widely reproduced; in the "Nautical Magazine" for Feb.1904, "Rudder" for July 1916; Desmond's "Wooden Shipbuilding," and most recently in Parker's "Great Coal Schooners." There was a small sail plan of the GEORGE W.WELLS in "Marine Review" for 12 Apr.1900, and the sail plan of MERTIE B.CROWLEY is in Underhill's new "Deep-Water Sail."

The JOHN B.PRESCOTT of 1899, measuring 300' x 44.3' x 23' ft, had 112' oregon pine lowermasts, the fore 29' dia and the rest 28'. The topmasts were 56', the fore 20' and the rest 18' dia. Bowsprit 30' outboard, 30" square; jibboom 75' x 20" dia. Spanker boom 73' x 17"; 4 booms 48' x 14'.

The J.C.STRAWBRIDGE, 182.7' x 37' x 17', had 80' o.p.lower masts and 55' topmasts; 38' hard pine bowsprit; 35' spruce jibboom; and 63' o.p.spanker boom

U.S.SQUARE-RIGGERS SINCE 1870

(continued from p.129)

Tons--- This is the original gross tonnage.

Where Built--- The place of building is subject to a characteristic uncertainty, in that commonly the most important port of the customs district was credited as the place of building, when actually one of the less well-known outports might be concerned. Kennebunk, for example, was commonly entered as building place for ships constructed at Kennebunkport; San Francisco for Oakland or Alameda; Portsmouth, N.H., for Kittery, Me.; Newcastle for Damariscotta (or vice versa); Boston for East Boston; Camden for Rockport. Where definite knowledge of such cases has been available, the true locality has been shown.

Builders---As pointed out in LC, v.1, p.43, there is a good deal of possible ambiguity as to what is meant by the builder of an American vessel. R.B.Applebee has sent us a list of vessels built at Stockton, Me., in which three columns are given, one of "builder and contractor," another of "master workman," and a third of "shipyard." In a few cases, the same name appears in all three columns for a particular vessel; but in the majority of cases there are three different names of individuals or firms.

These represent the shipyard owner, to whom the yard in many cases represented only a piece of real estate, which it might be more profitable to lease as a shipyard than as a cow-pasture or bean field; the contracting shipbuilder, who agreed to deliver a vessel of a given tonnage for a given price for hull, spars, and iron-work, and often worked upon her with his own hands; and the builder in the financial sense, who paid the contracting shipbuilder and the suppliers of sails, rigging, boats, and outfit, and sold shares in the completed vessel to the part owners.

In some cases, it appears, the contracting builder also found materials; while in others he supplied only labor.

There were of course also shipyards like most of the Boston and Newburyport yards and those of William Rogers and Goss & Sawyer at Bath, which contracted for and delivered complete vessels. In the case of these, there is little difficulty in identifying the builder, but in other case the classification books may record either the party of the first part or the party of the second part in the building contract, while

(continued on p.144)

1874, continued.

| | | | | | |
|----------------------|-----|------|--------------------------|-------------------------|---------------|
| BRISTOL | B | 592 | Damariscotta Me | C.G.Merry | Bristol Me |
| C. F. SARGENT | S | 1704 | Yarmouth Me | C.F.Sargent | Yarmouth Me |
| CAPRERA | B | 709 | Stockton Me | N.G.Hichborn | Stockton Me |
| CARRIE L. TYLER | Bkn | 566 | Northport NY | Jesse Carll | New York |
| CARRIE M. CLARK | S | 1327 | Waldoboro Me | J.Clark & Sons | Boston |
| | | | Became German ANNA 1883; | 1904 barge CARRIE CLARK | of New York |
| CHAMPLAIN | S | 1473 | E.Boston Mass | Campbell & Brooks | Boston |
| CHARGER | S | 1444 | E.Boston Mass | Smith & Townsend | Boston |
| CHARLES W. COCHRANE | B | 1105 | Bath Me | Goss & Sawyer | Boston |
| CONQUEROR | S | 1622 | E.Boston Mass | Smith & Townsend | Boston |
| DAVID BABCOCK | Bkn | 487 | Belfast Me | H.McGilvery | Belfast Me |
| DAVID BOYD | Bkn | 434 | Portland Me | William Curtis | Portland Me |
| DISCOVERY | Bkn | 416 | Port Discovery VT | Charles Murray | San Francisco |
| DORIS ECKHOFF | B | 557 | Millbridge Me | Ezekiel Dyer | New York |
| EDWARD KIDDER | B | 1015 | Newburyport Mass | Atkinson & Fillmore | Boston |
| EDWARD MAY | B | 928 | E.Boston Mass | Smith & Townsend | Boston |
| EDWIN REED | B | 1216 | Bath Me | Adams & Hitchcock | Bath Me |
| EDWIN H. KINGMAN | B | 1111 | Bath Me | Goss & Sawyer | Boston |
| ELLA | Bkn | 260 | Freeport VT | W.Bryant | Freeport VT |
| ELMIRANDA | B | 656 | Stockton Me | Henry S.Staples | Stockton Me |
| ELVINA | Bkn | 353 | Bath Me | Goss, Sawyer & Packard | New York |
| EMMA AND ALICE | B | 702 | Calais Me | J.& C.Short | New York |
| EXPORTER | S | 1370 | Newburyport Mass | G.J.Jackman | Newburyport |
| EYVOR | Bkn | 580 | Belfast Me | Henry McGilvery | Boston |
| F. L. CARNEY | B | 580 | Sheepscott Br Me | F.L.Carney | New York |
| FERRIS S. THOMPSON | B | 531 | Setauket NY | G.E.Hand | New York |
| FRANCONIA | S | 1461 | Bath Me | W.V.Moses & Son | Bath Me |
| FRANK PENDLETON | S | 1414 | Belfast Me | Henry McGilvery | Searsport Me |
| FRED EUGENE | Bkn | 470 | Waldoboro Me | William Fish | Portland Me |
| FRESNO | B | 1245 | Bath Me | William Rogers | San Francisco |
| G. C. TRUFANT | S | 1502 | Newburyport Mass | John Currier Jr. | Newburyport |
| GAMALIEL | B | 567 | Baltimore Md | Welland | Baltimore |
| GATHERER | S | 1509 | Bath Me | Albert Hathorn | Bath Me |
| GENERAL FAIRCHILD | B | 1428 | Freeport Me | Briggs & Cushing | Freeport Me |
| GENEVA | S | 1535 | Bath Me | Houghton Bros. | Bath Me |
| GEORGE MOON | B | 917 | Mystic Conn | Hill & Grinnell | Mystic Conn |
| GEORGIETTA | B | 459 | Millbridge Me | J.W.Sawyer | New York |
| GOLDEN SHEAF | Bkn | 454 | C Elizabeth Me | Randall & Brewer | Portland Me |
| HAGARSTOWN | S | 1903 | Richmond Me | J.M.Hagar | Richmond Me |
| HARMONIA | S | 1497 | Newburyport Mass | John Currier Jr. | Boston |
| HARRIET H. MCGILVERY | S | 1329 | Brewer Me | William McGilvery | Searsport Me |
| HARRIET S. JACKSON | Bkn | 497 | Yarmouth Me | Hutchins & Stubbs | Portland Me |
| HIGHLAND LIGHT | S | 1315 | Bath Me | William Rogers | Bath Me |
| ISAAC JACKSON | B | 617 | Deering Me | George Russell | Portland Me |
| J. B. BROWN | S | 1551 | Kennebunkport Me | Titcomb & Thompson | Portland Me |
| J. H. CHADWICK | B | 479 | Deering Me | R. Lewis & Co. | Portland Me |
| JAMES CONDIE | Bkn | 781 | Kennebunkport Me | David Clark | New York |
| JOHN PASCAL | S | 1470 | Rockport Me | Carleton, Norwood & Co. | Camden Me |
| JOHN F. ROTTMAN | B | 633 | Harrington Me | Alonzo Nash | New York |
| JOSEPH S. SPINNEY | S | 1989 | Thomaston Me | Creighton & Mills | Thomaston |
| JOSEPHINE | Bkn | 598 | Waldoboro Me | J.Clark & Son | Boston |
| KIOTO | Bkn | 673 | Bath Me | Hagan & Thurlow | Boston |
| LANDSEER | S | 1419 | Newburyport Mass | G.W.Jackman Jr | Boston |
| LAURA R. BURNHAM | Bkn | 673 | E.Boston Mass | Campbell & Brooks | Boston |
| LEADING WIND | S | 1208 | Bath Me | Goss & Sawyer | Boston |
| LEVANTER | Bkn | 644 | Thomaston Me | Stetson, Gerry & Co. | Thomaston |
| LORINDA BORSTEL | B | 456 | Camden Me | A.S.Tells | New York |
| LUCILLE | S | 1394 | Freeport Me | E.C.Soule | Freeport Me |

1874, continued.

| | | | | |
|----------------------|--------------------------------|-----------------------|---------------------|----------------|
| MABEL | B | 783 Bath Me | O. Blaisdell | Boston |
| MARTHA P. TUCKER | B | 654 Bath Me | Goss & Sawyer | Bath Me |
| MARY L. STONE | S | 1459 Bath Me | Goss & Sawyer | Boston |
| MINNIE ALLEN | B | 662 Bath Me | Brown & Hodgkins | Boston |
| MINNIE HUNTER | Bkn | 457 Lubec Me | J. McBride | Boston |
| MOSES B. TOWER | Bkn | 637 E. Boston Mass | Campbell & Brooks | Boston |
| NELLIE N. SLADE | Bkn | 561 E. Boston Mass | W. Crosby | Boston |
| NINEVAH | Bkn | 472 E. Boston Mass | A. & G. F. Sampson | Boston |
| NORTENA | Bkn | 439 Bath Me | Goss & Sawyer | Portland Me |
| NORRIS | S | 1155 Damariscotta Me | E. Norris | Damariscotta |
| NORWAY | B | 530 Chelsea Mass | Pierce & Montgomery | Boston |
| OCCIDENTAL | S | 1534 Bath Me | E. & A. Sewall | Bath Me |
| OCEAN KING | 4m.B | 2516 Kennebunkport Me | N. L. Thompson | Boston |
| OCEAN PEARL | Bkn | 459 Deering Me | L. O. Merrill | Portland Me |
| ORIENTAL | S | 1638 Bath Me | E. & A. Sewall | Bath Me |
| R. B. FULLER | S | 1360 Belfast Me | C. P. Carter & Co. | Boston |
| R. K. HAM | Bkn | 569 Prt Blakely VT | W. Bryant | Prt Blakely VT |
| RADIANT | S | 1608 Newburyport Mass | Jn. Currier Jr. | Boston |
| REPORTER | S | 1350 Newburyport Mass | G. W. Jackman Jr. | Newburyport |
| ROBERT KELLY | B | 823 E. Boston Mass | D. D. Kelly | Boston |
| ROBINSON CRUSOE | B | 464 E. Boston Mass | Campbell & Brooks | Boston |
| ROSIE WELT | S | 1436 Waldoboro Me | Reed, Welt & Co. | New York |
| S. M. STETSON | Bkn | 707 Port Madison WT | H. R. & O. Reed | San Francisco |
| ST. JOHN SMITH | S | 2220 Kennebunkport Me | Thompson & Titcomb | Portland Me |
| ST. LUCIE | Bkn | 707 Bowdoinham Me | Narrow | New York |
| ST. PAUL | S | 1894 Bath Me | Chapman & Flint | New York |
| SARAH DOE | See ADOLPH ENGLER | | | |
| SARATOGA | S | 1441 E. Boston Mass | Campbell & Brooks | Boston |
| SIERRA NEVADA | S | 1672 Kennebunkport Me | N. L. Thompson | Boston |
| SOPHIA R. LUHRS | B | 661 Millbridge Me | W. R. Sawyer | New York |
| SPARTAN | S | 1449 E. Boston Mass | R. E. Jackson | Boston |
| STILLMAN B. ALLEN | B | 586 E. Boston Mass | Abiel Gove | Boston |
| | Renamed WHITE CLOUD Feb. 1884. | | | |
| STORM KING | S | 1262 Richmond Me | Harward & Theobald | Richmond Me |
| SUSAN GILMORE | S | 1204 Newburyport Mass | Atkinson & Fillmore | Boston |
| TEWKSBURY L. STEAT | B | 550 Yarmouth Me | Hutchins & Stubbs | Portland Me |
| THOMAS A. GODDARD | B | 682 Duxbury Mass | Merritt Bros. | Boston |
| TRIUMPHANT | S | 2046 Quincy Pt Mass | George Thomas | Boston |
| VALIANT | S | 1573 Damariscotta Me | George W. Lawrence | Boston |
| VOYAGER | S | 1356 Damariscotta Me | Chase Bros. | New York |
| WALKER ARMINGTON JR. | B | 531 Rockland Me | S. Starratt | Rockland Me |
| WEALTHY PENDLETON | B | 810 Searsport Me | P. Pendleton | Searsport Me |
| WESTERN SHORE | S | 1178 Coos Bay Ore | Simpson Lumber Co. | San Francisco |
| WHITE CLOUD | See STILLMAN B. ALLEN | | | |
| WILLARD MUDGETT | B | 875 Stockton Me | W. Mudgett | Stockton Me |
| WILLIAM COBB | Bkn | 425 Dighton Mass | Simeon Briggs | Dighton Mass |
| WILLIAM H. GINN | B | 518 Bucksport Me | W. H. Ginn | Bucksport Me |
| XENIA | B | 1174 Bath Me | Goss & Sawyer | Boston |

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a local history may name the proprietor of the land on which the vessel was built.

First home port-- The port to which an American vessel belongs was defined by R. S. 4141 (31 Dec. 1792) as that "at or near-est to which the owner, if there be but one, or, if more than one, the husband or acting and managing owner of such vessel, usually resides." By an act approved 26

June 1884 the home port, marked upon the stern, is "either the port where the vessel is registered or enrolled, or the place in the same district where the vessel was built or where one or more of the owners reside."

ERRATA---ELIZA MCNEIL (1871) should be 1583 tons; CUBA (1872) should be a ship; JAMES G. PENDLETON (1872) should be 938 tons.